/426 cont./
*511 lists is the bed (1). In nearly all of the African lodgings we
352

1. The 13.3% of the cultivator, No. 32, arose from the purchase of a cart and a horse.

find at least a bed, but there is rarely one for everyone. And
[369] to sleep in a bed has become the best proof that one can give of his acclimatization to the city.

If the income is higher, one may be able to buy more important pieces of furniture. Then, in the order of their urgency, the armchairs, the rugs, and then the tables and wardrobes appear.

*511 Then we come to the rubric "Exceptional Expenses," those for which no absolute necessity is felt. Moreover they are rarer at the top of the table, only three, and then they multiply (Table XIV).

[405] The first thing that we find here is the watch or the alarm
[301] clock, closely followed by the jewelry of the wife or wives.
[493] There follow, but only in the highest incomes, the bicycle,
[207] or, depending on the possibilities, the bicycle with a motor
[301] on it or the motorcycle, then the battery radio. There is nothing very original in all this, and, except perhaps for the importance given to the jewelry of the women, we would find similar pretensions among European families having equivalent incomes.

*511 In the last table (Table XV) $\frac{1}{1}$ we have grouped a series of
794 expenses that have a common origin, the religion of the fami-
[791] lies investigated, all Moslems except one. Two Moslem holidays are involved, Tabaski and Korité, religious assessments, /427/ /Table XIV appears here/ /428/ offerings to the marabouts, and, finally, expenses arising from sending children to the Koranic school.

*511 For Tabaski, each family slaughters a sheep. There
796 $\frac{1}{1}$ [See cat 116, pp 69-71. ANALYST]

/177 cont./

464 484 Proportion of persons over 50 out of the active labor force 25.3%

162 Proportion of persons over 50 out of the workers in Pikine 37%

Proportion of persons over 50 out of the workers in Dakar 16%

[463] Thus, old people prefer the traditional trades, jewelers, tailors, merchants, which can be carried on locally.

If one considers the fact that the active male labor force numbers 5,530 individuals and that about 70% of this labor force goes to Dakar to work, one can estimate the number of workers whose place of employment is located in Dakar at about 2,800. Another question pertaining to the frequency of journeys to Dakar shows that 62% of the total labor force, that is to say, about 3,700, make the trip at least once a day. This means that not only the workers but the unemployed as well go to Dakar daily. Dakar thus has a double attraction for the workers of Pikine: as an actual place of employment, and as a place of possible hiring. The two principal means of transportation are: for the officials, the cars called "G.G.," thanks to which they can return for lunch at noon, and for the great majority of others the express buses; only a few have personal means of transportation, mobylettes /bicycles with motors/ or vehicles. The length of the automobile trip from Pikine to the Sandaga market varies from 20 minutes to more than half an hour depending on traffic difficulties. One must add to this the time required to go on foot through the sand from the concession to the bus stop. In a very general way one can say that the worker leaves his house in the morning about seven o'clock and returns to it in the evening between 6:45 and seven o'clock, provided that he does not have errands on the way. This quick analysis therefore shows the role of "bedroom community" that Pikine plays to a certain extent in relation to Dakar.

464 484 494 484 [493] 484 [369] [361]

462 463 162 After the male labor force, it is necessary to say a word about female work. The great majority of the women do not have any occupation other than that of housework: more than two-thirds. The 32% who draw monetary income from their

/80 cont./

443 [493] flood rapidly closing in again behind it. All these noisy people carry with them a flavor of the neighboring bush, warm and dusty.

The market of dried fish readily reveals itself by the strong odor that it gives off; farther on is the stall of the [563] butcher for Europeans; very close to it the merchant of the tripe trade who grills some skewers of small pieces on a charcoal fire. Elsewhere the sellers of colas, of condiments and cloth from Guinea, the cobblers offering their products among the very mixed odors in a halo of dust raised by the crowd. It is a delight for the eyes to see, in the bright sunlight under a very clear and pure blue sky, the shimmer of full garments of vivid hues moving with deliberation and majesty.

443 512 The animation reaches its greatest intensity between nine and ten o'clock in the morning; the pedestrian is king, he blocks all traffic. Then, little by little, sellers and buyers disperse, and everyone falls into a blessed torpor at the noon hour. The afternoon is quiet, and at five o'clock each merchant has left his premises. This animation, which has only a temporary character in the commercial quarters of /Plates XI and XII appear here/ /81/ European type, is permanent in certain native quarters, but with a maximum amplitude in the evening after work.

2. The native quarters.

361 The native quarters also have their peculiar characteristics, a function of their antiquity, of their proximity or their distance from a center of activity, and, naturally, of the social category of their inhabitants.

Takhikao and Gent were among the first quarters created. Except for the nearness of the road from Thiès to Tivaouane, which attracts the merchants' small shops of planks or straw, they have kept their rural character: dwell- [351] ings arranged in a loose order, surrounded by an orchard protected by a tapade /walling/ of branches or stalks of millet.

[Text continues on p. 18]

18: Savonnet--16 E-5 (ca. 1955) 1956 MS37 Senegal MS37
/Between pp. 80 and 81./

342
137
493
363
361

Plate XI

A. Thiès. Quarter of Derrière-la-voie-ferrée. Juxtaposition of houses of mud covered with sheet metal, sheet metal, and of straw.

346

B. The site of one of the oldest mosques of Thiès: quarter of Takhikao.

/88 cont./

369 563 573 bar, and sometimes its cinema and its swimming pool; /89/ they form a small city that is self-sufficient. The officers of the administration by their very functions seem to have more extensive relations in the different milieus.

Among the merchants and artisans, the problem is different because of the very stability of their work and the length of their stay. In this commercial and artisan milieu one could define three very distinct "groupings": the "old ones" who have lived in Thiès for several decades; the "newcomers" from after the war; the Levantine-Moroccan grouping.

The first are not very numerous; they live in their old factorerie, which, in spite of recently added arrangements, [191] preserves something old-fashioned about it. They are able to talk to the native in his own language. Their life, while it has become more comfortable, is lived modestly; they go out little and entertain only among themselves. Every two [484] or three years they take a few months' rest in France during the season of cultivation in Senegal. As a result, their life is quite withdrawn.

The second group, made up of recent emigrants, is entirely different. It primarily contains bachelors or young married people more or less in love with adventure perhaps, but above all seeking a broader existence. [427] They generally live in one or two rooms rented from a Levantine or Moroccan. [265] Since it is difficult for them to cook at home, the restaurant provides for them. In general they adopt a careless attitude, [484] are restless, and speak loudly; their first savings are intended [493] for the purchase of a motorcycle or a small car which will enable them to escape from the city. Moreover, they are [546] persistent spectators at the four local cinemas, which have a new program every day.

The group of Levantines is different from the two preceding ones; their life is spent between their shop and their [484] apartment. Rare changes take them to Dakar on business. [353] Their interior is comfortable, arranged according to Oriental taste; they love vivid colors and pile up cushions. They [484] rarely go back to their country of origin; some of them have

20: Seck--16 U-5 (no date) 1961 MS37 Senegal MS37

/Between pp. 380-381/ Plate XXII

363
493
137

A. The avenue Blaise-Diagne.

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B. A street in the old Médina. Street 13, Corner 6.
Photo. Assane Seck.

22: Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

Locomotives. In 1939 the following locomotives were in service: 493 ●

Makers and type	Adhesive weight in tons	Number
Mallet articulated	43–50	10
Mikado 2-8-0	30–40	42
Pignet	29	34
Cail	27	24
Cail, Corpet, Weidknecht, Decauville	13–27	75
	Total	185

Since that date 2 Micheline railcars, 3 Als-Thorn diesel electric locomotives, and 2 Beyer-Garratts have been brought into use. The Beyer-Garratts are 4–4–2+2–4–4 articulated with an adhesive weight of 91 tons.

Fuel. Neither coal nor wood is found locally. Before 1940 some 60,000 tons of briquettes were annually imported. At the present time these are hard to obtain, and they are supplemented by whatever wood is available and by briquetted ground-nut shells. 372

Carriages and Wagons. In 1939 there were 254 passenger coaches and 2,105 goods wagons in service. The passenger coaches included restaurant cars and sleeping cars. At the end of 1939, 177 covered goods wagons were delivered from France. 493

State of Repair. There are excellent workshops at Thiès; but the general standard of upkeep, never very high, has greatly deteriorated as a result of stocks of material becoming almost exhausted. 497 498

Traffic

The following table gives figures for 1937 and 1938: 497

	1937	1938
Passengers	2,603,341	2,660,497
Passenger miles	118,433,207	120,600,300
Freight in tons	615,043	501,593
Ton miles	120,570,598	107,070,715
Revenue	£876,411	£684,788

The principal items of freight handled were ground-nuts, shea butter, gum arabic, sisal, and fuel. [438]

/108 cont./

504 as a set of tracks for a five-ton crane and two railroad tracks. At its downstream end, a reinforced concrete bridge will permit connecting the tracks on the landing with the station of Kaolack.

Behind the landing the terrepleins will be embanked in such a way as to constitute a platform about 300 meters deep extending between the new work and the Rue de la Poste. This platform, intended to contain seccos and eventually some sheds, will be cut by five longitudinal streets ten meters wide and four transverse streets 20 meters wide. These streets will be built with concrete and will have special facilities for the drainage of winter rainwater. Tracks connected with the Kaolack station will be embedded in the concrete of the longitudinal streets.

A large maritime station will be built downstream from the terrepleins which have just been described. It will be made up of a number of sections permitting the convoys of cars which have passed through the Kaolack station to be subsequently shunted to the various longitudinal streets of the terrepleins or to the landing.

The assemblage of the works and arrangements schematically described above will permit an important extension of the present port toward the west where three years from now a truly modern port will be built. There the important transfers of goods made between the Thiès-Niger railroad and the ocean-going vessels will be done with the latest types of mechanical manipulations known, which will insure /109/ more and more commercial transport between the Sudan and Europe.

491 [493] The wooden Noirot bridge presently existing, on which the traffic has increased considerably since the introduction of the automobile in French West Africa, will not much longer be able to support with safety the weight of the cars and trucks and should, in accordance with the plan which has been approved, be replaced by a reinforced concrete bridge made up of 13 trusses with a compass of 15 meters, resting on 12 piers based on reinforced concrete piles.

This bridge will be capable of supporting a railroad